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2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 2924, 2925, 2926, 2927, 2928, 2929, 2930, 2931, 2932, 2933, 2934, 2935, 2936, 2937, 2938, 2939, 2940, 2941, 2942, 2943, 2944, 2945, 2946, 2947, 2948, 2949, 2950, 2951, 2952, 2953, 2954, 2955, 2956, 2957, 2958, 2959, 2960, 2961, 2962, 2963, 2964, 2965, 2966, 2967, 2968, 2969, 2970, 2971, 2972, 2973, 2974, 2975, 2976, 2977, 2978, 2979, 2980, 2981, 2982, 2983, 2984, 2985, 2986, 2987, 2988, 2989, 2990, 2991, 2992, 2993, 2994, 2995, 2996, 2997, 2998, 2999, 3000, 3001, 3002, 3003, 3004, 3005, 3006, 3007, 3008, 3009, 3010, 3011, 3012, 3013, 3014, 3015, 3016, 3017, 3018, 3019, 3020, 3021, 3022, 3023, 3024, 3025, 3026, 3027, 3028, 3029, 3030, 3031, 3032, 3033, 3034, 3035, 3036, 3037, 3038, 3039, 3040, 3041, 3042, 3043, 3044, 3045, 3046, 3047, 3048, 3049, 3050, 3051, 3052, 3053, 3054, 3055, 3056, 3057, 3058, 3059, 3060, 3061, 3062, 3063, 3064, 3065, 3066, 3067, 3068, 3069, 3070, 3071, 3072, 3073, 3074, 3075, 3076, 3077, 3078, 3079, 3080, 3081, 3082, 3083, 3084, 3085, 3086, 3087, 3088, 3089, 3090, 3091, 3092, 3093, 3094, 3095, 3096, 3097, 3098, 3099, 3100, 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3109, 3110, 3111, 3112, 3113, 3114, 3115, 3116, 3117, 3118, 3119, 3120, 3121, 3122, 3123, 3124, 3125, 3126, 3127, 3128, 3129, 3130, 3131, 3132, 3133, 3134, 3135, 3136, 3137, 3138, 3139, 3140, 3141, 3142, 3143, 3144, 3145, 3146, 3147, 3148, 3149, 3150, 3151, 3152, 3153, 3154, 3155, 3156, 3157, 3158, 3159, 3160, 3161, 3162, 3163, 3164, 3165, 3166, 3167, 3168, 3169, 3170, 3171, 3172, 3173, 3174, 3175, 3176, 3177, 3178, 3179, 3180, 3181, 3182, 3183, 3184, 3185, 3186, 3187, 3188, 3189, 3190, 3191, 3192, 3193, 3194, 3195, 3196, 3197, 3198, 3199, 3200, 3201, 3202, 3203, 3204, 3205, 320

Boston Kestrel loses two sets of gear DOUBLE-CHOP BOAT SAILS HOME

BRITISH trawlers off Iceland took a real battering before they headed for the tip of the 200-mile limit on Tuesday.

Boston Kestrel was forced to turn for home on Monday when her second set of gear was cut away by Odin. She had been on the grounds less than a week and lost both sets of gear nets and trawl doors.

A spokesman for her owners, Boston Deep Sea Fisheries, said she could probably have borrowed gear from another trawler, but it just didn't seem worth it.

On Tuesday the Hull trawler Lord St. Vincent had both warps cut by the gunboat Tyr. The Grimsby trawler Prince Philip collided twice with Tyr as she went to her aid.

The Grimsby trawler Ross Kipling (Skipper B. Serranda) returned to

Grimsby from Iceland on Tuesday with just 102 kits after some of her crew had refused to work because gunboat harassment made fishing nearly impossible.

Ross Kipling had left Grimsby on April 24 and her £2,552 grossing means a huge loss for her owners, BUT.

Violence flared up again last week and, in the worst episode so far, the Hull trawler Arctic Corsair (Skipper Chris Pitts) was held in a collision with the gunboat Odin on Friday afternoon.

The crash was the climax to a day of intense harassment by three Icelandic gunboats and very little fish was

caught by the 22 British trawlers which they continuously harried throughout the day.

Four British frigates and three defence tugs tried to screen the trawlers from the gunboats, but they had extreme difficulty in containing the mobile Icelanders.

Odin successfully cut one warp on the Hull trawler Kingston Pearl in an early attack after outflanking the frigates.

In a day marked for running battles between gunboats and British defence vessels, a collision took place as Odin moved inside Mermaid to attack Arctic Corsair.

According to Icelandic coastguard reports, the Hull trawler turned her bows to the gunboat which was unable to take evasive action because she was sandwiched by Mermaid.

The impact holed the trawler in the bows and Odin received a 30ft. superficial dent along her side, including three small holes. Arctic Corsair was said to be shipping water and a patch had to be welded onto her stern.

Her owners, the Boyd Line Ltd of Hull, immediately ordered her home even though she had never been in any real danger, as a precaution either vessel, Arctic Corsair was back in Hull on Monday night.

Skipper Pitts said it was almost impossible to fish because of gunboat activity. Arctic Corsair was out for 11 days and brought back only 106 kits, mostly codstuffs,

which made £2,357.

A spokesman for the owners said the cost of the trip including damage, would be "enormous".

He added that the vessel's turn-round time would depend on how quickly she could be drydocked and permanent repairs undertaken.

Earlier last week the tug Euroman and the gunboat Aegir collided in another incident off the east coast. Aegir was attacking the Fleetwood trawler Irvana at the time, but Euroman managed to intercept Aegir and she was reported to have sustained considerable damage to her port quarter and helicopter deck. Euroman was only slightly damaged in her bows.

The next day, on April 27, Irvana was no so lucky and Thor nipped in to chop away one of her warps.

The frequent and persistent Icelandic patrols made fishing extremely difficult and, on April 28, disappointed skippers began to complain about lack of proper cover from the frigates.

The Fleetwood trawlers Mareta, Gavina and Norina were the first to withdraw completely from the protection box and, further proof that the Icelanders were finding it easier to interfere with trawling operations, came when Odin scythed through both wires of the Hull trawler St. Gerontius some 50 miles off the south-east coast without meeting much resistance. What there was seemed to come from the trawlers, with Arctic Cavalier trying to ram Baldr.

Scottish fleet still off Devon

A FLEET of six Scottish-registered purse seiners are now reported to be landing off in Devon — five and 35 more Scots coming.

Along with Quo Vadis, which has been based at Plymouth all through the winter, are Convallaria V, Gallic May, Conquest, Comrade and Courage.

With this winter mackerel season over, the main quarry of the fleet is horse mackerel. This is the first year UK poligic boats have been working the area in strength and catches do not seem to be as high as in the winter.

One purser is reported to have had a 50-ton shot off Start Point and it is reported that a lot of the fish is ending up in the meal plant. The 135-footer Chris Andra sailed back to Scotland after going south as far as the Scilly Isles.

Blue whiting trawl for Chris Andra

BRITAIN'S biggest purser-trawler, the 135 ft Chris Andra, was being prepared to go on a trip to the blue whiting grounds at her home port of Fraserburgh earlier this week.

On Tuesday, after a Marine Laboratory delagic net was loaded aboard, Skipper Andrew Tait jr sailed and was deciding if he should head away to the blue whiting or go after sprats.

Two Scottish boats Lunar Bow and Vigilant — were reported to have sailed to the blue whiting grounds last week and, if the big purser joined them, all three would land at Stronoway.

The delagic net, developed by the Marine Laboratory, is a specially adapted pelagic net which fishes between the bottom and mid-waters. A net would cost a similar amount to a pelagic trawl.

It is suitable for vessels of around 1,000 hp and is a four-panel net having a footrope length of 48m, height 18m, spread 37m, and has 600mm mesh in the forward panel. Chris Andra is equipped with 4.3 sq.m. Suberkrub-type trawl doors, which will operate a few fathoms off the sea bed.

The purser Pathfinder has landed her first catch of blue whiting at Stronoway's inner harbour pier.

Under contract to the Highlands and Islands Development Board for two ten-ton catches, Skipper Bert Andrews of Maidens, Ayrshire, landed over 50 tons — most of which went for fish meal.

Skipper Andrew said that his net is still not as he wanted it and some adjustment was needed.

The Highlands and Islands Development Board said at the Scottish Fisheries Exhibition last week that several UK and foreign commercial concerns had shown "substantial interest" in the board's proposals for the development of shore facilities on the Western Isles to support a new year-round fishery based on the reduction of blue whiting and other species to fish meal and oil.

Two Marr ships named at Hull

TWO NEW wet fish stern trawlers for J. Marr & Son Ltd., built by the Drypool Group, were named on Tuesday at Hull.

The two new vessels, Navina and Armana, are

similar in design to the Swan Hunter-built Norina and Idena, and will work from Fleetwood.

Navina was named at Hull's William Wright Dock by Mrs. Harold Baker, wife of Marr's Fleetwood stores

Shetland gives Iceland support

"I AM GRATEFUL for the support I have found here in Shetland for the Icelandic point of view in the cod war," said Icelandic MP, Mrs Sigurlaug Bjarnadottir, after visiting the islands at the invitation of the Scottish National Party.

The SNP had invited the Icelandic minister of fisheries to visit Scottish ports, but instead he asked Mrs. Bjarnadottir, who represents a fishing community, to accept.

She came to Shetland via Edinburgh, where her tour included a visit to Herring Industry Board headquarters.

Mrs. Bjarnadottir said she felt very much at home in Shetland, which reminded her of her own home in Iceland, and she felt the two places had much in common.

"One thing in common," she said, "is definitely the fishermen's worries about the depleted fisheries in Shetland waters. I find Shetland fishing policy both realistic and reasonable — concentrating on inshore fishing rather than spending time and expensive fuel going to distant waters."

Mrs. Bjarnadottir was grateful for the support she found in Shetland. "Nearly everyone has been on our side. It is a common interest to find a sensible solution to the dispute and to stop over-fishing wherever it is practised."

The board's main interest lies in the creation of a new industrial fishery which could lead to a substantial reduction in our imports of fish meal and oil.

"In addition, it could take the pressure off existing fisheries like herring, haddock, whiting which are being caught and processed into fish meal and oil in quantities which give rise to concern."

Many foreign vessels moved into the sea off the Western Isles of the blue whiting. At present, the vessels are being caught in the Norwegian research vessels, being used for commercial purposes. The vessels are being used for research purposes, but the vessels are being used for commercial purposes.

DUTCH STAY FOR SOLES

SEVERAL Dutch beam trawlers were in Fleetwood Docks for the weekend, despite earlier reports that many had decided to return to Holland because of in-different fishing.

In previous years, May and June have been the peak of the Morecambe Bay sole season, so the vessels may stay until then.

Since the Dutch vessels began coming in force, around six years ago, they have worked the area for longer and longer periods which, many inshore fishermen claim, is the reason for the big sole decline

Back in the money, too, was Consolidated Fisheries Gillingham (Skipper John J. Lander). She grossed £28,369 from 1,517 kits after another Norway coast voyage.

Even the Icelandic landings scored well, despite the reduced catches.

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It was a week to remember in the middle water section with nearly everyone in five-figure grossings. Individual honours went to Taylor's Yesso (Skipper Peter Brown), which bettered £20,000 for the first time in the com-

Bumper week for Grimsby

A HUGE catch of White Sea plaice by Boston Boeing (Skipper Colin Newton) was the highlight of a really spectacular week's trade at Grimsby as April ran out.

Back from a 24-day trip, the big sidwinder grossed £47,818 from 2,194 kits; all except for a few of dabs and rockfish were medium and big-small plaice, including some top grade flats.

Even BUT's Ross Revenge (Skipper Johnny Meadows) could not match such an outstanding performance and, for once, had to settle for second-best. After a 23-day Norway coast trip, she netched up £41,178 from 2,201 kits of codstuffs and reds.

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The plaice market, too, was very odd with a vast range of prices.

NORWAY'S Shipping Directorate has developed a combined raft and fire-proofed cabin to be mounted on the stern of a ship, enabling the crew to stay aboard longer during a fire. The raft can carry 36 people and stay sealed for up to six hours.

'Arrest me' says skipper

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The gunboat commander, Helgi Hallvardsson, ordered Crystal Palace to follow Odin into an Icelandic port, but Skipper Collins refused. Instead he offered to accompany the gunboat himself to save his command from being arrested.

Obviously anxious to arrest a British trawler, Odin declined his offer and sought permission from the Icelandic authorities to use her guns to enforce the arrest. But, Justice Minister Olafur Johannesson turned down the request and Crystal Palace was able to escape.

The drama was seen from outside territorial limits by the frigate Galatea and the support ship Hausa.

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Icelanders were annoyed at their minister's decision when such an important prize was within their grasp.

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Near record

THE GRIMSBY pair trawlers Shawnee (Skipper Derek Brown) and Mohave (Skipper Colin Spall) very nearly set up a new port grossing record last Friday with a combined tally of £23,393 after a 14-day trip to Westerly grounds off Muckle Flugga.

Shawnee turned out 651 kits, and Mohave 556 kits, to gross £12,488 and £10,905 respectively.

A near perfect trip ended in both vessels coming home well laden with large hauls of quality cod, coley and a few haddocks.

The pair have been working together since Shawnee was completed last year, but this was easily their best trip. They only just fell short of the £24,738 record set less than a month ago by Margrethe Bojen and Frances Bojen.

Slater ship Sluise, which is also a Grimsby trawler, was reported to have landed 122 kits, mostly cod, coley and a few haddocks.

mandated by Skipper John Oliveira-Lota; she was not so fortunate picking up only £1,100 from 54 kits after a seven-day pounding from north-easterly winds which restricted the voyage to a mere six hauls.

As this was her maiden landing at Grimsby, one kit of cod was sold for charity and the £35 proceeds were donated to the Fishermen's Dependents Fund by agents, Tom Sleight (S.S.) Ltd.

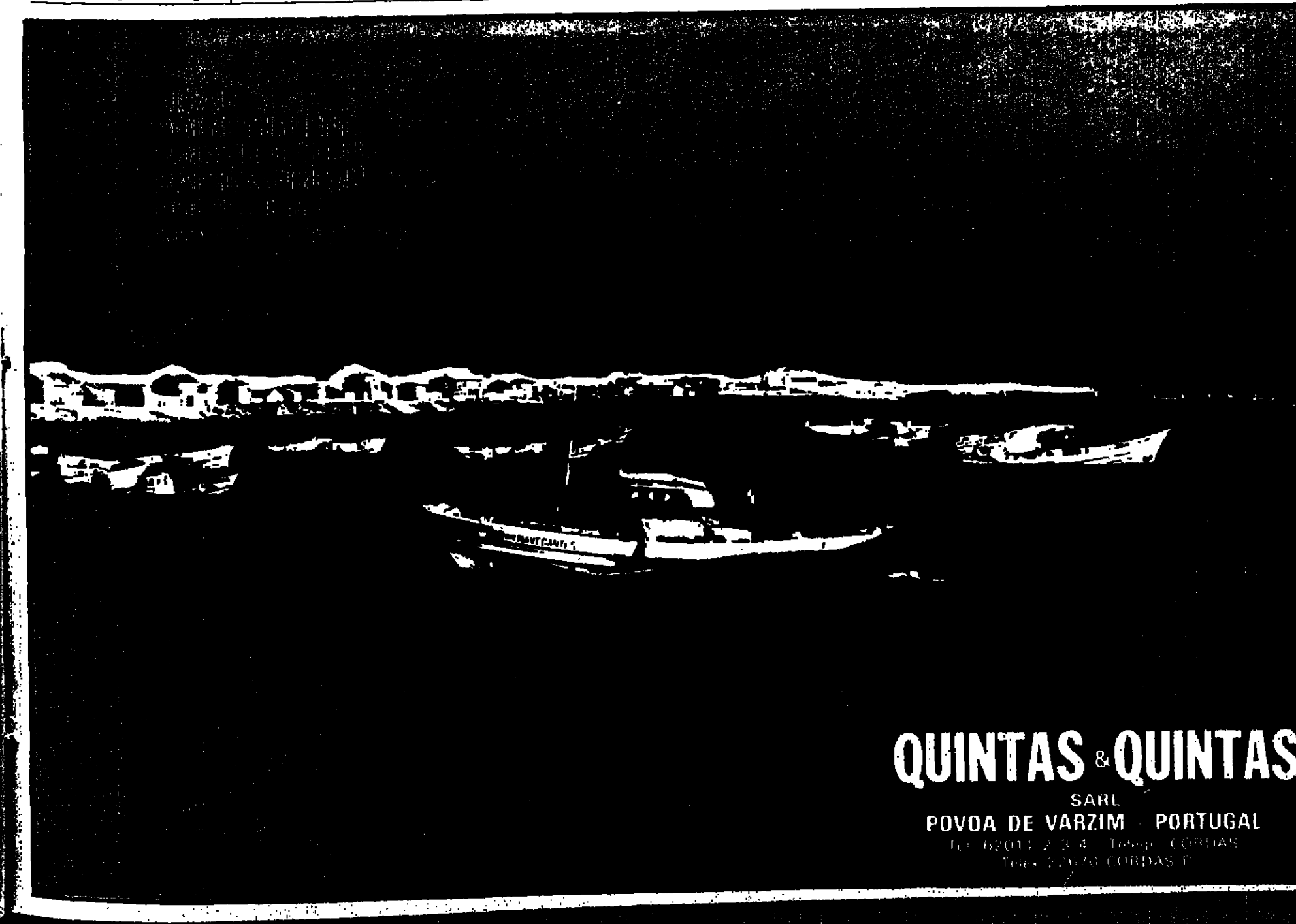
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Editor:
Harry Barrett
Assistant Editor:
Ian Strutt
Scottish Correspondent:
Gloria Wilson

Advertisement Director:
Fred Purcell
Managing Director:
W.A. Cathles

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Boston Kestrel loses two sets of gear DOUBLE-CHOP BOAT SAILS HOME

BRITISH trawlers off Iceland took a real battering before they headed for the tip of the 200-mile limit on Tuesday.

Boston Kestrel was forced to turn home on Monday when her second set of gear was cut away by Odin. She had been on the grounds less than a week and lost both sets of gear nets and trawl doors.

A spokesman for her owners, Boston Deep Sea Fisheries said she could probably have borrowed gear from another trawler but it just didn't seem worth it.

On Tuesday the Hull trawler Lord St. Vincent had both warps cut by the gunboat Tyr. The Grimsby trawler Prince Philip collided twice with Tyr as she went to her aid.

The Grimsby trawler Ross Kipling (Skipper B. Serranda) returned to

Grimsby from Iceland on Tuesday with just 102 kits after some of her crew had refused to work because gunboat harassment made fishing nearly impossible.

Ross Kipling had left Grimsby on April 24 and her £2,552 grossing means a huge loss for her owners, BUT.

Violence flared up again last week and, in the worst episode so far, the Hull trawler Arctic Corsair (Skipper Chris Pitts) was holed in a collision with the gunboat Odinn on Friday afternoon.

The crash was the climax to a day of intense harassment by three Icelandic gunboats and very little fish was

caught by the 22 British trawlers which they continuously harried throughout the day.

Four British frigates and three defence tugs tried to screen the trawlers from the gunboats, but they had extreme difficulty in containing the mobile Icelanders.

Odinn successfully cut one warp on the Hull trawler Kingston Pearl in an early attack after outflanking the frigates.

In a day marked for running battles between gunboats and British defence vessels, a collision took place as Odinn moved inside Mermaid to attack Arctic Corsair.

According to Icelandic coastguard reports, the Hull trawler turned her bows to the gunboat which was unable to take evasive action because she was sandwiched by Mermaid.

The impact holed the trawler in the bows and Odinn received a 30ft. superficial dent along her side, including three small holes. Arctic Corsair was said to be shipping water and a patch had to be welded onto her stem.

Her owners, the Boyd Line Ltd of Hull, immediately ordered her home even though she had never been in any real danger, as a precaution either vessel. Arctic Corsair was back in Hull on Monday night.

Skipper Pitts said it was almost impossible to fish because of gunboat activity. Arctic Corsair was out for 11 days and brought back only 106 kits, mostly codstuffs.

which made £2,357.

A spokesman for the owners said the cost of the trip including damage, would be 'enormous'.

He added that the vessel's turn-round time would depend on how quickly she could be drydocked and permanent repairs undertaken.

Earlier last week the tug Euroman and the gunboat Agir collided in another incident off the east coast. Agir was attacking the Fleetwood trawler Irvana at the time, but Euroman managed to intercept Agir and she was reported to have sustained considerable damage to her port quarter and helicopter deck. Euroman was only slightly damaged in her bows.

The next day, on April 27, Irvana was no so lucky and Thor nipped in to chop away one of her warps.

The frequent and persistent Icelandic patrols made fishing extremely difficult and, on April 28, disappointed skippers began to complain about lack of proper cover from the frigates.

The Fleetwood trawlers Marett, Gavina and Norina were the first to withdraw completely from the protection box and, further proof that the Icelanders were finding it easier to interfere with trawling operations, came when Odinn scythed through both wires of the Hull trawler St. Gerontius some 50 miles off the south-east coast without meeting much resistance. What there was seemed to come from the trawlers, with Arctic Cavalier trying to ram Baldur.

Scottish fleet still off Devon

A FLEET of six Scottish-registered purse seiners are now reported to be landing off in Devon — and there are unconfirmed reports of between five and 35 more Scots coming.

Along with Quo Vadis, which has been based at Plymouth all through the winter, are Convallaria V, Gallic May, Conquest, Comrade and Courage.

With the winter mackerel season over, the main quarry of the fleet is horse mackerel. This is the first year UK pelagic boats have been working the area in strength and catches do not seem to be as high as in the winter.

One purser is reported to have had a 50-ton shot off Start Point and it is reported that a lot of the fish is ending up in the meal plant. The 135-footer Chris Andra sailed back to Scotland after going south as far as the Scilly Isles.

Blue whiting trawl for Chris Andra

BRITAIN'S biggest purser-trawler, the 135 ft. Chris Andra, was being prepared to go on a trip to the blue whiting grounds at her home port of Fraserburgh earlier this week.

On Tuesday, after a Marine Laboratory delagic net was loaded aboard, Skipper Andrew Tait jr said and was deciding if he should head away to the blue whiting or go after sprats.

Two Scottish boats Lunar Bow and Vigilant — were reported to have sailed to the blue whiting grounds last week and, if the big purser joined them, all three would land at Stronway.

The delagic net, developed by the Marine Laboratory, is a specially adapted pelagic net which fishes between the bottom and mid-waters. A net would cost a similar amount to a pelagic trawl.

It is suitable for vessels of around 1,000 hp and is a four-panel net having a footrope length of 48m, height 18m, spread 37m, and has 600mm mesh in the forward panel. Chris Andra is equipped with 4.3 sq.m. Suberkrub-type trawl doors, which will operate a few fathoms off the sea bed.

The purser Pathfinder has landed her first catch of blue whiting at Stronway's inner harbour pier.

Under contract to the Highlands and Islands Development Board for two ten-ton catches, Skipper Bert Andrews of Maidens, Ayrshire, landed over 50 tons — most of which went for fish meal.

Skipper Andrew said that his net is still not as he wanted it and some adjustment was needed.

The Highlands and Islands Development Board said at the Scottish Fisheries Exhibition last week that several UK and foreign commercial concerns had shown "substantial interest" in the board's proposals for the development of shore facilities on the Western Isles to support a new, year-round fishery based on the reduction of blue whiting and other species to fish meal and oil.

Two Marr ships named at Hull

TWO NEW wet fish stern trawlers for J. Marr & Son Ltd., built by the Drypool Group, were named on Tuesday at Hull.

The two new vessels, Navina and Armana, are

similar in design to the Swan Hunter-built Norina and Idena, and will work from Fleetwood.

Navina was named at Hull's William Wright Dock by Mrs. Harold Baker, wife of Marr's Fleetwood stores

Shetland gives Iceland support

"I AM GRATEFUL for the support I have found here in Shetland for the Icelandic point of view in the cod war," said Icelandic MP, Mrs Sigurlaug Bjarnadottir, after visiting the islands at the invitation of the Scottish National Party.

The SNP had invited the Icelandic minister of fisheries to visit Scottish ports, but instead she asked Mrs. Bjarnadottir, who represents a fishing community, to accept.

She came to Shetland via Edinburgh, where her tour included a visit to Herring Industry Board headquarters. Mrs. Bjarnadottir said she felt very much at home in Shetland, which reminded her of her own home in Iceland, and she felt the two places had much in common.

"One thing in common," she said, "is definitely the fishermen's worries about the depleted fisheries in Shetland waters. I find Shetland fishing policy both realistic and reasonable — concentrating on inshore fish rather than spending time and expensive fuel going to distant waters."

Mrs. Bjarnadottir was grateful for the support she found in Shetland. "Nearly everyone has been on our side. It is a common interest to find a sensible solution to the dispute and to stop over-fishing wherever it is practised."

manager, while Armana was named by Mrs. James Cahill, wife of Marr's Fleetwood cashier, at the Alexandra Dock.

Each vessel has an overall length of 132ft. and has accommodation for 16 men.

Armana will be the first of the two to go into commission and will be commanded by Skipper John Burns, who previously skippered Marr's freezer Criscilla.

The delivery of the two new vessels brings an end to Marr's current building programme. So far, the company has taken over 11 ships built at different yards.

DUTCH STAY FOR SOLES

SEVERAL Dutch beam trawlers were in Fleetwood Docks for the weekend, despite earlier reports that many had decided to return to Holland because of in-different fishing.

In previous years, May and June have been the peak of the Morecambe Bay sole season, so the vessels may stay until then.

Since the Dutch vessels began coming in force, around six years ago, they have worked the area for longer and longer periods which, many inshore fishermen claim, is the reason for the big sole decline

'SINKING' SKIPPER GETS £20 FINE...

A SCARBOROUGH skipper hit the lighthouse pier and ran aground late at night, with less than 8ft. of water, after he came into harbour fearing his keelboat might sink.

Scarborough magistrates fined the skipper, Stanley Wright of Nordale, £20 after he admitted trying to take his vessel into the harbour when there was insufficient water, under by-laws dating back 133 years.

Philip Newell, prosecuting for Scarborough Council

which controls the harbour, said that a system of tidal signals were in operation at the lighthouse.

Skipper Wright told the court that he was returning to port after 48 hours at sea because of a strong wind forecast. He said a sand bank was very bad and the following day it was removed by the dredger.

He had been anxious for the safety of his boat, because she was taking in water in the engine room. When Nordale hit the pier, about £600 of damage was caused to the

Bumper week for Grimsby

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Back from a 24-day trip, the big sidewinder grossed £47,819 from 2,194 kits; all except for a few of dabs and rockfish were medium and big-small plaice, including some top grade flats.

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Even the Icelandic landings scored well, despite the reduced catches.

BUT's Northern Gift (Skipper David Pulfrey) lead the way on 1,399 kits, which sold for £28,470, but there were inevitable losses at the other extreme from Aldershot (£15,553) and Ross Renewal (£21,557).

It was a week to remember in the middle water section with nearly everyone in five-figure grossings. Individual honours went to Taylor's Yesso (Skipper Peter Brown), which bettered £20,000 for the first time in the com-

pany's history, by just £83, from a big 988-kit haul after a 17-day Faroes/Westerly trip.

But, collectively, BUT went through another "golden week" with Ross Tiger (£18,617), Ross Cougar (£13,194), Ross Leopard (£17,472) and Ross Jackal (£18,326) maintaining their remarkable run from Faroes trips.

Feeling her way back into things after nearly 300 days laid up was Sir Thomas Robinson's Priscillian (Skipper Bob Clapham), but she was one of the unlucky few who failed to score heavily and had to make the best of £6,032 from a 17-day Westerly trip of 495 kits, mostly dogs.

Seiner landings were somewhat erratic. Edlei (Skipper Leif Graveson) made the best trip of the year on £7,711 through the Tom Sleight (F.S.) Ltd. agency, while other vessels like Orlik (Skipper Tony Bennett) could manage only 28 kits (£628) because of some very lumpy weather on the southern grounds.

The plaice market, too, was very odd with a vast range of prices.

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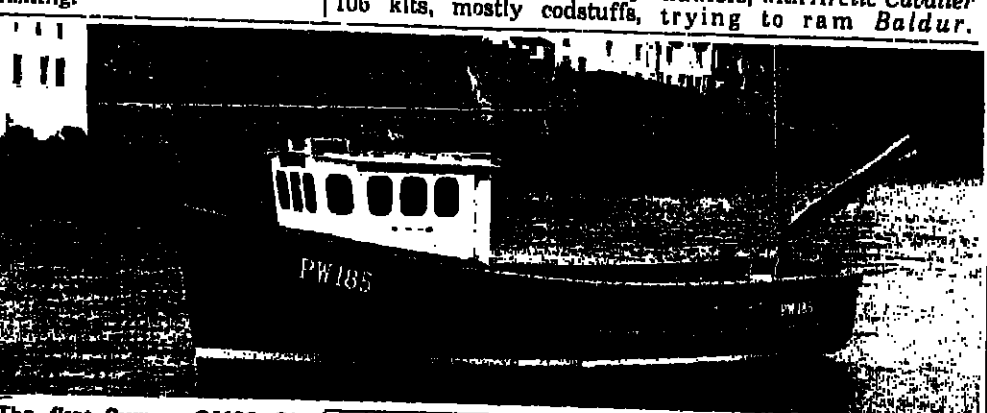
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Near record

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A near perfect trip ended in both vessels coming home well laden with large hauls of quality cod, coley and a few haddock.

The pair have been working together since Shawnee was completed last year, but this was easily their best trip. They only just fell short of the £24,738 record set less than a month ago by Margrethe Bojen and Frances Bojen.

Sleiser-ship Slou, which is solo fly shooting, also landed at Grimsby last week. Com-

manded by Skipper John Oliveira-Lota, she was not so fortunate picking up only £1,100 from 54 kits after a seven-day pounding from north-easterly winds which restricted the voyage to a mere six hauls.

As this was her maiden landing at Grimsby, one kit of cod was sold for charity and the 235 proceeds were donated to the Fishermen's Dependents Fund by agents, Tom Sleight (F.S.) Ltd.

With the winds faring away, Slou sailed inside 24 hours and this time gave some indication of her real potential when landing 172 kits, £1,964 after seven days on Wednesday.

fishing news

Editor:
Harry Barrett

Assistant Editor:
Ian Strutt

Scottish Correspondent:
Gloria Wilson

Advertisement Director:
Fred Furesell

Managing Director:
W. A. Cables

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THE RAPID expansion of crab fishing off south-west England led to fears that the stocks may become overfished. So, in 1968, a study was set up to see whether the existing minimum size regulations — 4½ in. (115 mm) shell (carapace) width in Devon, 5 in. (127 mm) in Cornwall, Dorset and Hampshire — ensure the best possible sustained yield.*

In order to make this assessment a considerable amount of background knowledge was required, including details of landings, the effects of fishing, natural mortality, and the growth and migrations of crabs in the area. In order to study crab movements, tagging experiments were carried out between 1968 and 1974.

Method of tagging

Each crab was marked with a numbered plastic disc, attached by braided terylene, threaded through two holes pierced through the epimeral line, along which the crab's shell splits when moulting. The ends of the terylene were secured by a lead seal.

These tags remain attached to the crab even after moulting. A reward of 50p, plus the market value of the crab, was offered for the return of a tagged crab, together with information on its time and place of recapture.

Release areas

As the most productive crab fishing area is off the south coast of Devon, the earlier tagged crab releases were concentrated here. Tagging did, however, extend westwards to Mounts Bay and eastwards to the Royal Sovereign (Figure 1).

The main aims of these releases were to determine growth rates of both male and female crabs, and to study migratory movements.

A total of 9,332 tagged crabs were released on the inshore areas between 1968 and 1971, and 5,964 were released

RESULTS OF LONG CRAB TAG SURVEY

on the offshore grounds between 1971 and 1974.

Numbers recaptured
Most of the crabs were recaptured within two years of release, but a few were recovered up to five years later. Of the 9,332 tagged crabs released on the inshore grounds, 1,910 (21 per cent) were recaptured up to the end of 1975.

The proportion of the tagged crabs released, which are subsequently recaptured, depends upon the intensity of fishing in the area.

In some inshore areas, notably around the River Dart and Start Point, up to 40 per cent of those released were recaptured. Of the 6,964 tagged crabs released on the offshore grounds, 711 (12 per cent) were recaptured.

Although the numbers recaptured were generally lower offshore, the area 20-30 miles off Start Point is heavily fished and up to 43 per cent were recaptured.

Migrations
Because of the possibility of some error when reporting recapture positions, only those crabs which have moved a distance of 10 or more nautical miles from the release area have been considered.

Ten per cent of the 372 male crabs were recaptured and 19 per cent of the 1,544 females were caught 10 or more miles from their inshore release positions. The majority, 58 per cent of the males and 80 per cent of the

females, moved in a westerly or south-westerly direction.

These down-Channel movements were particularly apparent among crabs released inshore of the Start Point area (Figure 2a). Several crabs were caught around the Lizard peninsula.

Releases were made off Coverack, Porthleven and in Mounts Bay, but the majority were recaptured within 10 miles of the release points.

Offshore releases
Eighteen per cent of the 130 male crabs recaptured and 32 per cent of the 581 females were caught 10 or more miles from their offshore release positions.

The majority, 61 per cent of the males and 87 per cent of the females, moved in a westerly or south-westerly direction.

These results are similar to those of inshore releases, showing the majority of crabs moving down the Channel.

Following the releases made in mid-Channel, the majority of crabs were recaptured off Start Point, both on the inshore and offshore grounds (Figure 2b).

Some crabs released on the offshore grounds 25 miles south of Start Point moved northwards, being caught further inshore. Tagged crabs from other release areas (Figure 2b) have also been caught on the inshore Start Point grounds, as well as elsewhere.

The most easterly release point was on the Royal Sovereign Shoals off Sussex (Figure 2c).

Although the crabs have only been at liberty for just over one year, recaptures already show a strong westerly movement, the majority being recaptured off Selsey, the nearest major crab fishery.

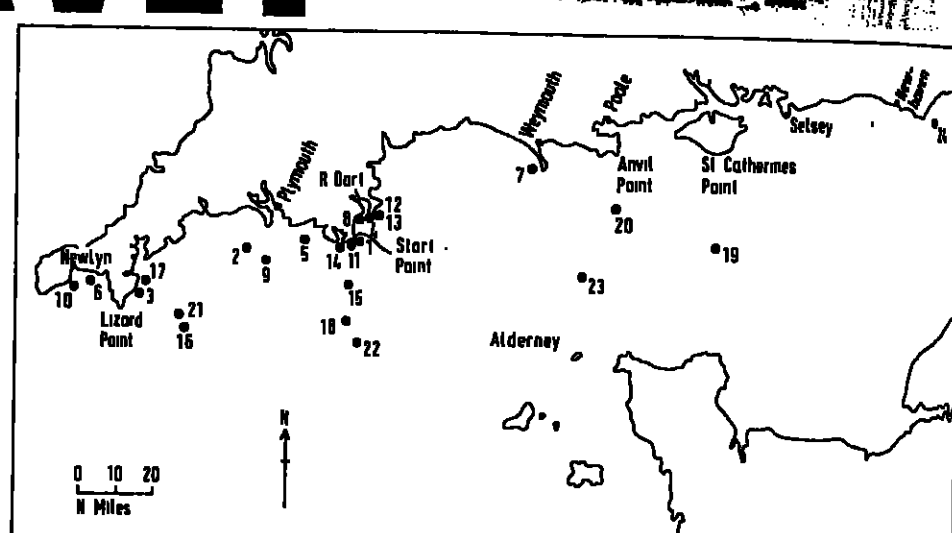
Distances moved
Many of the crabs released offshore were recaptured by British boats up to 100 miles from their release area. French crabbers and the Institute of Marine Fisheries at Nantes also assisted by returning crab tags.

The record distance moved is held by a female crab of carapace width 6 in. (149 mm) released 24 miles south of Dodman Point in 1972 and recaptured by a French boat off the Finisterre coast in 1975, having moved 155 miles south.

Conclusions
The results from the tagged crab releases on both the inshore and offshore grounds have clearly shown the ability of crabs to move considerable distances. The majority of movements have been made by female crabs.

Crabs released east of Start Point generally move down the Channel in a westerly or south-westerly direction.

The migrations of female crabs are probably related to breeding behaviour. The young stages of crabs are planktonic, floating in the water for about four weeks before settling to the sea bed as small crabs. During this



Top: suture-tag attached to a crab. Above: Figure 1. Positions of release of tagged crabs, 1968-74. Right: Figure 2. Recapture positions of male (X) and female (O) crabs which moved 10 or more miles from the release areas: (A) Prawle Point, October 1971 (also one female recaptured 122 miles to the west, not shown); (B) 12 miles south of Anvil Point, July 1973; (C) Royal Sovereign Shoals, September 1974.

The migratory movements of the mature females may be associated with the dispersal of the planktonic larval stages.

From these studies, it appears that the grounds off Start Point are particularly attractive to female crabs. The autumn fishery in this area is based almost exclusively on large mature females with ripe ovaries (coral).

This particular area of the English Channel may well be a rich feeding ground for females, or the bottom sediments may be particularly suitable for berried females.

Laboratory observations have shown that berried crabs tend to dig hollows in the bottom sediment and lay up there for some considerable time.

Male crabs do not seem to move over long distances. The stocks of male crabs are therefore, localised and dependent upon recruitment from local sources. Female crabs, on the other hand, make considerable migratory movements which produce

complex stock relationships. Females released on the offshore grounds off Start Point and further east have been recaptured on the inshore grounds along the south coast of Devon and Cornwall.

Conversely, crabs released inshore have been caught further offshore, particularly westwards of the release area. Thus, female crabs move

about the English Channel, but they undoubtedly tend to concentrate on the highly productive grounds off south Devon.

*This is a summary of Fisheries Notice No. 41 issued by the MAFP Directorate of Fisheries Research. Copies are available free from The Fisheries Laboratory, Burnham-on-Crouch, Essex.

PLANS for an abalone industry in Guernsey, where this mollusc is known as the ormer and is at its northernmost limit in Europe, are being seriously considered by Guernsey Sea Farms Ltd.

It would be based on artificial rearing in land-based tanks followed by the stocking of a selected area of the open sea.

The company has invited the Guernsey Sea Fisheries Committee to set up a group in which all relevant interests are represented, so that they can consider the implications of the company's proposals

and make representations. These would include shoregatherers, divers, fishermen and ecologists.

During 1973 and 1974, the company conducted a number of laboratory experiments in the breeding and rearing of ormers. These techniques have been well-known to the Japanese, who have been successful in this field.

Contacts were established in Japan and Dr. Yukato Uno, of the Tokyo University of Fisheries, with his assistant, Juan Walford, visited Guernsey in May 1976 as guests of the company to discuss the problems and make a preliminary survey of the island's waters and beaches.

The company states that Dr. Uno would be prepared to provide the necessary technical assistance, to train local staff to undertake practical or university training in Japan.

The company's farm is situated in a 41-acre quarry at Hougou, Normandy, where it has already established an expanding industry in the rearing of oysters. Seed is imported, kept for about six months and exported to farmers in Britain and on the Continent.

HOW TO STORE LOBSTERS

WE HAVE been wondering whether we can store lobsters in keeps in the creek here so we can keep an eye on them.

*But we have been told that they may die if too much fresh water comes down the creek after rain or if the temperature of the water rises too high. Is this true?

Yes. The quantity of salt in the water and its temperature are two of the principal factors which affect storage of lobsters in keeps. A third is the quantity of oxygen in the water.

As a rule, there should be at least two parts per million of dissolved oxygen and 2.5 per cent of salt in the water, and its temperature should not rise much above 15.5 deg. C if they are to remain in good condition.

More oxygen is required at higher temperatures or lower salinities. It is also required after feeding.

Small lobsters, presumably because they are more active, require more oxygen than large ones, but there is no difference between the requirements of cock and hen lobsters.

Normally coastal waters contain from 7-13 parts of dissolved oxygen per million parts of water and lobsters are unlikely to suffer from lack of oxygen in a keep moored in them.

If they should happen to do so, they are likely to become sluggish and to stand on the tips of their walking legs with the abdomen arched down. Beyond this stage they become weak and motionless, and feel limp if you pick them up.

Weaken

If the temperature of the water rises too high, lobsters will gradually weaken and die. If it changes suddenly, their bodies and legs become straight and stiff, and they usually lie motionless on their sides until they become acclimatised to the new temperature. If the temperature should be extreme, they will remain inactive until death.

Coastal waters seldom contain more than 3 per cent salt by weight and this percentage may fall considerably near river mouths during spates.

If the salinity becomes too low, lobsters will gradually weaken and become very quiet. And if it remains too low for too long, they will ab-

sorb water and swell, the membrane at the junction between carapace and abdomen being the place where the most obvious swelling occurs. Lobsters that have swollen appreciably, are unlikely to recover.

Permutations and combinations of oxygen and salt content, and temperature, affect lobsters in a variety of ways. For instance, at high oxygen and salt concentrations, they can tolerate a water temperature of 30 deg. C. If the salinity drops to 1.5 per cent they die at temperatures above 26 deg. C.

If the oxygen concentration falls to two parts per million, they cannot tolerate temperatures higher than 26 deg. C. If salinity and oxygen content both drop to these levels, a temperature of no more than about 18 deg. C. can be tolerated.

It is clear that the chief risk likely to be encountered, if you propose to store lobsters in a keep moored near the surface in a creek or estuary, is that of fresh water flowing down it after heavy rain.

Expose

It may remain as a layer on the surface and expose the lobsters to some exceptionally low salinities for a while.

They are, of course, also likely to be badly affected if the water is over polluted by disinfectants, creosote, oils and particularly insecticides, or if copper, zinc, lead or paints containing them are used in constructing a keep.

Catching crawfish

I AM a lobster fisherman and over the years have caught about a dozen crawfish in my creels — east coasters.

There is evidence — from skin divers who do not fish commercially — that there are crawfish around the islands and I have been wondering if it would be worth my while to fish for them with creels or in any other way.

I should, therefore, like to know whether east coast type creels are suitable for catching crawfish and, if not, what kind of bait attracts them most; and also of any other ways of catching them — apart from diving.

The bait which you use in your creels to attract lobsters

I know they are caught in commercial quantities around the Cornish coast by divers, but I am too old for that sort of caper.

I don't think east coast creels covered with netting are effective for catching crawfish for two reasons: their entrances are too small and being made of netting are likely to be avoided as they present a risk of entanglement.

More effective traps for them are Cornish inkwell pots made of willow, French barrel pots and the new Kavel plastic pots, which all have large diameter top entrances.

Fishermen in Cornwall who catch crawfish in pots do not set them primarily for the species. They set them for lobsters and crabs, crawfish being a welcome addition to the catch.

The bait which you use in your creels to attract lobsters

is, therefore, likely to serve as well as any for catching crawfish.

Since synthetic twines were introduced, the use of tangle nets for catching crawfish, as well as other species, has regained popularity.

Off the Cornish coast, nets usually used are known as ray nets, as they are designed primarily for catching skates and rays.

They are mostly about 120 yards long set in by the half to fish 60 yards. Made of very strong nylon twine, mesh size is 17 in. and they are eight meshes (about 6 ft.) deep.

They are moored in the same way as bottom gill nets, anchors being used on smooth ground or weights of chain on rough ground.

It might pay you to try using one or two ray nets around the islands. They will certainly tangle what crawfish are there and also large fish of other species.

Rosevear top

MILFORD Haven had its biggest grossing of the year when Rosevear (Skipper Alex Simpson) returned from the Irish Sea grounds last week with 228 kits worth £2,453.

The vessel had been at sea for 12 days and 600 and 2000 were her main varieties.

It was also a good week for Pictou Sealion (Skipper Trevor Saiter) which landed 161 kits to make £4,377. On

the same day Norrad Star (Skipper Jim Manson) landed 138 kits for a grossing of £3,320.

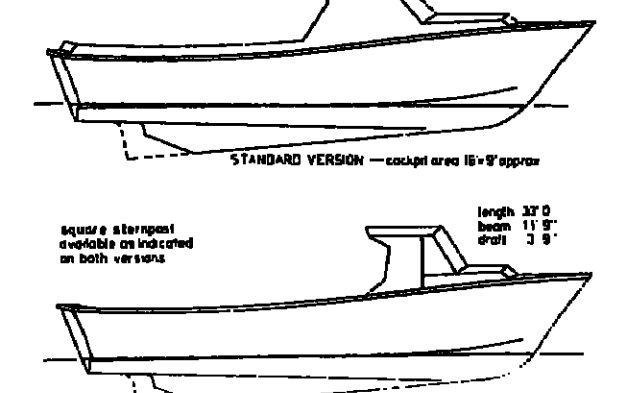
Between them, the vessels landed three of haddock, 50 of cod, 35 of whiting, 120 of roker, five of turbot and brill, 15 of plaice, and five of soles.

Also landing was the beam trawler Arthur Harbey (Skipper John Donovan). The vessel, which had been at sea for seven days, landed 48 kits which sold for £1,450.

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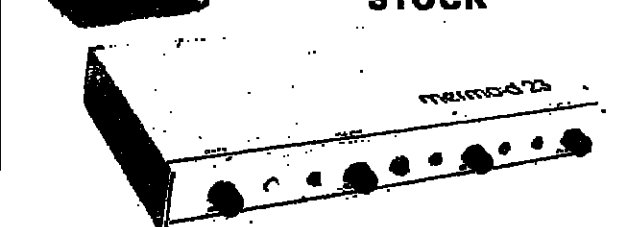
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SKYE

Continued from page 9

are Blacks of Campbeltown and Unkles of Glasgow, both of which maintain agents on the island.

At best forty tons are gathered on a good spring tide, though an average is nearer 12 tons over the 14 day period. The majority of winkles go to France, Holland and Spain.

More boats are based at Kyle than at either of the other two ports, and being on the mainland side of the best route from the island, the village is territorially more convenient from a buyer's standpoint than the other two.

However, these assets are making life more difficult for local fishermen, as more boats — by no means all fishing boats — want to use the meagre facilities.

The two main piers are the railway pier which is a large, solid structure, built well above the high tide mark. As well as the railway station it houses MacBrayne Haulage's offices and warehouses, the local naval office and Duncan Beaton's fish and shellfish buying establishment, plus the fishing pier.

The fishing pier is a basic structure on legs, designed purely for loading and discharging and offers no protection to boats tying up alongside it. The only boats which use it, are the very highest seiners or strictly non-fishing boats. It has now become a place for mending and storing gear, and a car park for crew buses belonging to East Coast crews, who find Kyle a convenient place to leave their boats at the

weekends. The advantages of Kyle in this respect are that it has no pier dues, unlike Mallaig, and the road system is very much better to the East than Mallaig's.

Most landing and tying up by local boats is done at the railway pier, but in recent months this has become more and more difficult in view of the attentions of the Royal Navy and the oil industry.

The Navy's interest is a torpedo testing area in the sound of Raasay, but based on Kyle. Civilian chartered vessels and Naval support boats are often tied up at one time. Add to this a couple of tugs from Howard Donis's oil platform-building site at Kishorn and a few Mallaig seiners, and there is complete confusion.

Difficult

Local boats are finding it increasingly difficult to discharge their catches and to take on oil, let alone to tie up for the night.

Duncan Beaton's is run by Murdo MacLeod, son-in-law to Duncan Beaton who gave the company its name. He acts as agent for Moray Fish Supply Ltd. of Buckie, which sends transport daily to collect the boxes of *Nephrops* and bags of scallops. The main bulk of creel *Nephrops* is landed here, and there are eleven boats engaged virtually full-time on this fishing. These are: *Crest*, *Sceptre*, *Heather*, *Gailee*, *Dunblair Star*, *Viking*, *Golden Rule*, *Incentive*, *Edith* and *Ira* from Applecross and *Betty* from Clocton.

Curlew and *Misty Isle* combine this form of fishing with others, though most of the *Misty Isle*'s fishing takes place out of Uig.

Beaton's also buy salmon,

the bulk of which goes fresh to Baxters of Billingsgate, and some white fish. The company also has a wet fish shop and a fish and chip take-away and restaurant.

Large quantities of white fish are landed in the spring spawning season — mostly whiting — and the buyer for this has been D. Leiper of Aberdeen, which collects every day during the season.

The fuel concession is in the hands of MacLean and MacRae's boatyard — recently acquired from Beaton's. The boatyard is very busy and is something of a success story. In addition to having shipping and storage facilities for boats up to 50 ft., the yard has recently embarked on fitting out of Halmatic GRP hulls, and its first two examples, *Ivanhoe* and *Curlew*, are highly successful.

The yard also runs two passenger launches, with a daily service to Applecross, on an isolated part of the mainland, plus periodic charters for crews who leave their boats in Loch Na Beiste for the weekends.

Across the water in Kyleakin, facilities for fishermen are virtually non-existent, yet it is a preferable place to tie up.

The village is separated by a mere five-minute ferry ride from Kyle, yet the inconvenience and cost of the ferry service has meant that, business-wise, Kyleakin is little more than an "also-ran". The price of a £1 per car, and very much more for a large lorry, has led to constant protests from locals who feel the service should be paid for out of the rates, yet it is the delays and the inconvenience which detract from the village's potential as much as anything.

Kyleakin harbour consists of a small, sheltered estuary,

FISHING NEWS

bounded on the north side by a promontory from the end of which ferries operate. There is a fishery pier on the south side, which is even smaller than Kyle's and equally inadequate. In addition it is reached by a road too small to allow passage for a large lorry.

Natural shelter is provided, but discharging is hopeless as the outer harbour always has boats — hardly any locally-based — tied up. At times during the herring season, as many as twenty boats may be there, although only two at a time can tie up alongside the actual pier. The lines of boats stretch over half-way across the estuary — blocking the exit to the sea.

Caledonian MacBrayne, the ferry operators, now plan to build another pier from the old ferry slip opposite, to tie up the ferries too. This really will complete the blockade.

Small boats can tie up to the wall alongside the ferry road but there is so much sitting that only at high tide can they get in and out.

Changes

If the situation at Kyle continues to deteriorate, boats will be forced to use Kyleakin even more, but some radical changes will have to be made if this is to happen.

The only herring port on the Isle of Skye is at Uig, in the north of the island on Loch Suizort. Like Kyle and Kyleakin, Uig is a ferry terminal, but this time it is outwards bound to Harris and North Uist.

It is safe to say that Uig owes its rise as a fishing port and ferry terminal to the efforts of the late Kenny Stewart, who died suddenly and tragically last year. Captain Stewart was instrumental in having Uig adopted as a

herring port — Kyle was the former one — and he was the herring salesman until his death. He also operated the Uig Fishselling Co., with its buying and chandlery departments.

The job of selling herring has now gone to Ian Boyd, of the Stormway-based North Minch Fishselling Co. Ltd. Ian has been based at Uig for six years, and buys herrings principally from Croan's and Clahen. He also handles landings of white fish and *Nephrops* and keeps the accounts of various local boats, including *Golden Dawn*, *Greencastle* and *Cairnora*.

Other herring buyers are Sandy Park of S. A. MacRae's Fraserburgh factory and Roddy MacKinnon who both buys and transports herring for MacFisheries of Fraserburgh.

Uig is much closer to the North Minch herring grounds than Mallaig and given a chance, it should enjoy a steady and more profitable trade, but the facilities are too far below standard to attract either skippers or buyers in any great numbers. The main problem is the harbour itself which is a circular cove carved out of the East side of Loch Suizort, and the prevailing south-west wind blows straight into the bay.

If the pier were solid it would offer sufficient shelter for stores of boats, but only the first 50 yards or so is filled in, and for a boat to shelter behind this it must depend on tides to allow access. A channel has been dug to help this situation, but it now means that, while a boat may be afloat inshore, it then gets stuck on its way out!

Another drawback is the lack of an ice plant. This may be of no consequence in winter, but it is a definite drawback in summer. Coupled with this is the chance of

delays at the Kyle ferry in the event of breakdowns or of a lorry not being able to catch the last ferry. It is expensive too. The five-minute journey each way costs £12.55 for a 50 ft. lorry going empty one way and full the other, which must be accounted for when the herring is bought.

On the plus side, the road system from the east to Uig is considerably better than to Mallaig, especially considering the appalling 46 miles from Mallaig to Port William. Another bonus is that fuel is one or two pence per gallon cheaper in Uig than in Mallaig or Ullapool, which can make a big difference to a big boat's running costs. The oil concession is leased from Captain Stewart's old company by retired deep-sea skipper, Captain Duncan MacNeil, who also runs the local fishermen's association.

Captain MacNeil maintains that Uig is a favourite port amongst herring skippers, and that were it not for the Kyle ferry and the inadequacies of the pier and facilities, the port could take over as the major landing place for the Minch grounds. The fishing industry is going through a very tough time just now, as everybody knows, yet it would seem that the type of small investment, low-profile fishing operated by local West Coast fishermen has as good a chance of survival as any, and better than most. There are sufficiently few local boats, discounting "outsiders" to fish at a level where stocks are unlikely to be jeopardised.

West Highlanders are often criticised for being unambitious or unbusiness-like, but this could be one occasion where their reluctance to develop ulcers could just pay off.

March 12, 1976

May 7, 1976

VESSELS REVIEW

HERD and Mackenzie of Buckie has built a 74 ft. wooden cruiser-sterned seiner for local skipper, W. Humphrey.

With a beam of 21 ft. 6 in., *Joysona* is of traditional Scottish layout, but has been fitted with storage reels for the seine ropes in preference to the more usual storage bins.

These reels are now becoming more popular as the bins cause a lot of chafing on the ropes. *Joysona* is powered by a Kelvin TBSC8 engine, rated at 500 hp at 1,350 rpm, and drives the propeller through a Reintjes 4:1 reverse and reduction gearbox.

Driven from the main engine are a 10kW 110V McLaren DC generator, a 3.6kW 24V Transmotor alternator, a Gilmeac 250/700 M bilge pump, plus hydraulic pumps for steering gear, which, rope reels and power block.

Another McLaren generator, Transmotor alternator and Gilmeac pump are driven from the Lister HRW3MA auxiliary engine, which develops



New seiner for Buckie skipper

321 hp at 1,600 rpm. Tanks have capacity for 2,100 gallons of fuel oil and 370 of fresh water.

The Sutherland combination seine and trawl winch is fitted below the whaleback and is powered by a Dowty hydraulic pump, driven from the fore end of the main

engine through a Sutherland step-up gearbox and clutch. A Rapp 19R power block is fitted aft of the deckhouse, while the rope reels were supplied by Loessie Hydraulic Co. of Falkirk.

The deckhouse and whaleback are of steel and the gutting shelter is fabricated from aluminium.

Insulated on the bulkheads, the fishroom has a capacity of 3,400 cu. ft. and is fitted with steel posts and wooden boards.

Wheelhouse equipment includes Elac LAZ 71 echo sounder and LAZ91 fishluge, Decca 914 radar, 350 autopilot, Mk. 21 Navigator and track plotter, "Sailor" radio telephones, Woodsons talk-back system, Tenford H1100 power assisted steering gear, Wynstrum window wiper, Flam horn and Francis searchlight.

The galley is fitted with a Kempas oil-fired cooker with back boiler. Bunks for eight are arranged in the cabin, which is heated by a Reflex oil stove.

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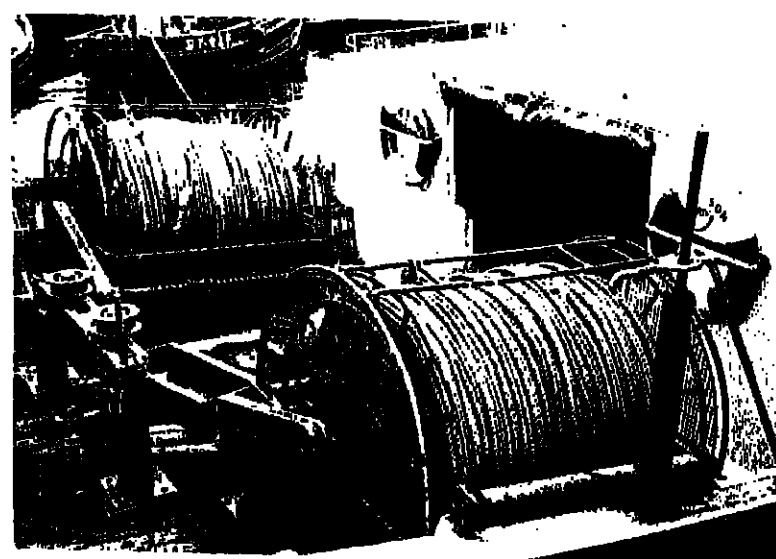
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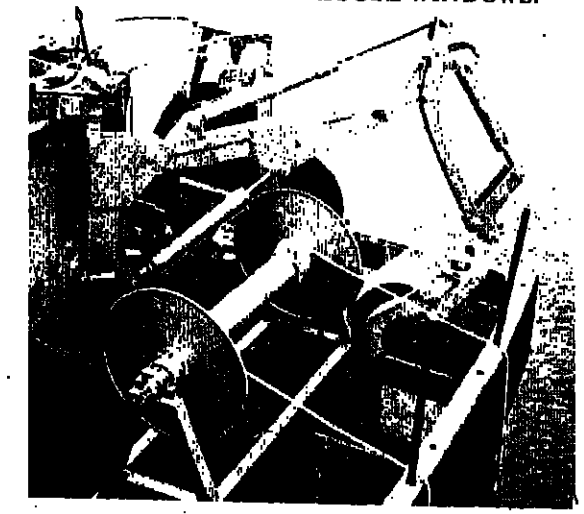
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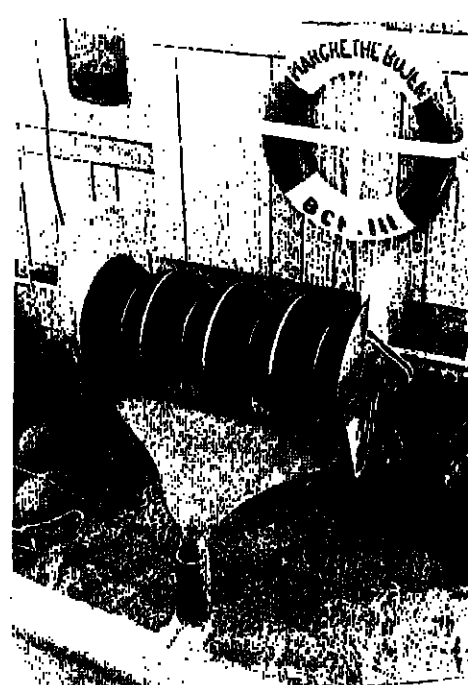


Skipper W. Humphrey of Buckie has joined the ranks of those who prefer reels for seine ropes in preference to storage bins. Picture shows the reels on board his new seiner *Joysona*.

ROPE DRUMS — NET DRUMS — PEDESTAL OR JIB-MOUNTED POWER BLOCKS — ALUMINIUM FABRICATIONS — WHEELHOUSE WINDOWS.



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Chaff, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531,

ICE machine for sale, as new condition, very fast 600 kwh operation. Produces cubic 32mm ready for flake or crush. \$9500. Telephone: Southampton SA8 4BQ.

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In plain or ribbed Cornish style direct from maker

| | |
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| 34 - 36 | £5.25 |
| 36 - 38 | £5.30 |
| 40 - 42 | £5.45 |
| 44 - 46 | £5.65 |
| 48 - 50 | £5.70 |

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**WILKINSON, 18 Church Road,
Charlottesville, St. Austell,
PL25 3NS**

POTS, CREEKS, brown clogs, plain cutouts—M. Parsons & Helmut Engineering, 11 Manning Drive, Selwyn House, 124 Cambridge Road, S46 4JN. Telephone 011-4295517. Channel Isles enquiries telephone Jersey West 4094

ZOLZ. Inflatable boat, never been in water—one reconditioned 1950, also brand new ROTI boat, complete with all state-of-the-art equipment. Tel. 01743. Telephone: Hull (0482) 41153 or 655518.

ONE reconditioned V8 propeller and new shaft in size 450-hp. offers, telephone Annandale 512.

TWO new channel Radion 472 VLF sets £250 each. One secondhand Radion 472 VLF set £180. Telephone: Hove, Sussex BN1 6AA

NEW Morris 1000 cc, met with spare

We-astar Solar, Marconi.

HCE machine for sale, as new condition, very fast 600 kilos operation Produces cufe 32mm ready for flake or stick £890. Telephone: Southampton 545989.

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| 36 - 38 | £5.30 |
| 40 - 42 | £5.45 |
| 44 - 46 | £5.65 |
| 48 - 50 | £5.70 |

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satisfaction or refund.

Wilkinson, 18 Church Road,
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PL25 3NS

POTS, CREEPS, brown creels, glass cutters, jammers — Helmut Engineering, Ltd., Marine Drive, Selwyn, Sussex, telephone Arle-cham 526 day time, Selwey 5068 evening. Scotch enture, telephone 011-4295517. Channel Isles enquiries telephone Jersey West 4294.

LIFT, Zodiac inflatable boat never been in water— once reconditioned 1950, also brand new BUII boat complete with certificate and all equipment. M.O.C.E. telephone: 04482) 4153x or 655X/48.

(ONE) reconditioned VP propeller and new shaft to suit 350-400hp. others, telephone: Annandale 79VW tel 4540 fax 01870 Redferril 472 VIF tel 4540 fax 01870 Redferril 472 VIF tel 4180. Telephoné: Hornsea 2449 evenings.

NIGGY bins spiral net with square panel size 20in/lin. One ton dutch nylon flat weave panels, bags, twine and floats, cheap. Box No. 291.

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GARTER LTD.**

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|---------|-------|
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| 36 - 38 | £5.30 |
| 40 - 42 | £5.45 |
| 44 - 46 | £5.55 |
| 48 - 50 | £5.70 |

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Wilkinson, 18 Church Road, Charleston, St. Austell, PL25 3NS

POTS, CREEPS, crawlers, glass entrance to customers. Helmut Engineering, 11 Marine Drive, Selsey, Sussex, telephone 01323 556888. 526 days/week. Selsey 01323 evening 76047. Boat entrance - telephone 01323 55717. Channel Isles enquiries - telephone Jersey West 42094

LOFT, Zetlin inflatable boat, never been in water— once reconditioned 1950, all-internal new RUTZ by complete with certificate and all equipment. Mr. Oakes, telephone: Hull (0482) 41354 or 855518.

ONE reconditioned VP propeller and new shaft in suit 1500hp. Tel. telephone: Amsterdam 342.

Two new channel Radford 472 VLF sets £250 each. One reconditioned Radford 472 VLF set £180. Telephone: Hornsea 0429 evenings.

NEW Tents sprat net with square panel suit 200lb. One ton dutch nylon net with water panels, bags, twine and floats, cheap. Box No. 591.

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Mackerel Fishing Gear, Gurdies Manual and Hydraulic, Hooks, Line Weights, Moulds, etc. Also the Hooks and Soots, Hydraulic Pot, Lins and Net Haulers, Hydraulic Trawl Winches.

Please send SAE for details:

Wearstar Marine, Marconi.

ICE machine for sale, as new condition, very fast 300 kilos operation. Produces cube 32mm ready for flake or crush. GPO. Telephone: Southampton 424855.

SEAMEN'S NAVY BLUE JERSEYS

In plain or ribbed Cornish style direct from maker

| | |
|---------|-------|
| 34 - 36 | £5.25 |
| 36 - 38 | £5.30 |
| 40 - 42 | £5.45 |
| 44 - 46 | £5.55 |
| 48 - 50 | £5.70 |

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WILKINSON, 18 Church Road, Charlvestown, St. Austell, PL26 3NS

POTS, CREEKS, brown creels, plastic entrance - 30mm - D. East Engineering, 41 Marine Drive, Selsey, Sussex, telephone Arleham 526. Hydraulic, Selsey 4508 evening. South coast creels - telephone 011-4295517. Channel Isle enquiries telephone 1065. West 42494.

10ft. Zodiac inflatable boat, never been in water - once reconditioned - £500. Also brand new RUTH boat, complete with certificate and all equipment. Mr. Olake, telephone: Hull (0482) 41154 or 655438.

ONE reconditioned VW propeller and 1500 cc. 4 cylinder suit 450-400hp. offers, telephone: Arundel 242.

TWO new channel Redford 472 VHF sets £250 each. One secondhand Redford 472 VHF set £180. Telephone: Hornsea 2449 evenings.

NEW items apart net with spare panel suit 20hp. One ton touch nylon net water panels, bags, twine and floats, cheap. Tel No. 591.

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Please send SAE for details: To Spencer Carter Ltd., Kernick Road, Penryn, Cornwall. Tel Penryn 75423 Telex 45459

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Wesmar Motor, Marconi.

ICE machine for sale, as new condition, very fast 300 kilos operation. Produces cube 32mm ready for luke or cold. £100. Telephone: Southampton 549591.

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| | |
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| 36 - 38 | £5.30 |
| 40 - 42 | £5.45 |
| 44 - 46 | £5.55 |
| 48 - 50 | £5.70 |

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Wilkinson, 18 Church Road, Charleston, St. Austell, PL25 3NS

POTS, CREELE, brass creels, plain entrance - pattern - Helmut Engineering, 11 Marine Drive, Selby, Sussex. Telephone: Southdown 5261 dayline. Selby 5048 evening. South coast entrance - telephone 011 4295517. Channel Isle enquiries telephone Jersey 4000.

UNIT, Zoran, inflatable boat, never been used - since reconditioned 1500, all-brass hot BWT boat, complete with certificate and all equipment. Mail office telephone: Hull 0472 41153 or 655458.

ONE reconditioned VP propeller and new shaft to suit 350-400HP. offers, telephone: Annandale 342.

REWILL new channel Redford, 172 Vile Road, Weymouth, Dorset. Second hand Twiflow 172 VLF set (£180. Telephone: Hornsea 2409 evenings.

NEW Buns sprat net with spare panel suit 200lb. One ton dutch nylon and water panel, bags, twine and floats, cheap. Box No. 201.

SPENCER CARTER LTD.

Mackerel Fishing Gear, Gordies Manual and Hydraulic, Hooks, Line, Weights, Shot, Second Hand Line Hooks and Swivels, Hydraulic Pot, Line and Net Haulers, Hydraulic Trawl Winches.

Please send SAE for details: To Spencer Carter Ltd., Kermick Road, Farnley, Cornwall. Tel: Farnley 78423. Telex: 45489

FUR SALE Skegan wanch and color, good condition, price £300 at Peterhead, Northern Shipbreaking Co., 27 Sengate, Peterhead, Aberdeenshire. Telephone: Peterhead 2334. House St. Fergus 307.

R. & B. LEAKEY

Wearstar Marine, Marconi.

ICE machine for sale, as new condition, very fast 300 kilos operation. Produces cube 32mm ready for flake or crush. £600. Telephone: Southampton 545959.

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| | |
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| 34 - 36 | £5.25 |
| 36 - 38 | £5.30 |
| 40 - 42 | £5.45 |
| 44 - 46 | £5.65 |
| 48 - 50 | £5.70 |

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Wilkinson, 18 Church Road, Charleston, St. Austell, PL25 3NS

POTS, CREEPS, brown creels, glass outcrops - jammers - 10mm daytime, 11 Marine House, Sealey, Sussex, telephone: Netherham 526

Everytime, Sealey 1000 evening. 1000 equipment - telephone 011 4295317. Channel 1000 satellites telephone Jersey West 45040

100L Zoulin inflatable boat, never been in water - once reconditioned a 150, also built new 800L boat, complete with engine and all equipment. Mr. Blake, telephone: Hull (0482) 41154 or 655148.

ONE reconditioned VP propeller and new shaft in suit 450-1000hp. offers, telephone: London 543

7500 new channel Redlion 172 VLF net £250 each. One secondhand Redlion 172 VLF net £180. Telephone: Hornsea 2409 evenings.

NEW 1000 sq yd net with spare junction 2000L. One ton catch nylon net water, panels, bags, twine and floats, cheap. PO Box 291.

SPENCER CASTER LTD.

Manuel Fishing Gear, Gurdies Mackerel and Hydraulic Hooks, Long Line Hooks, Moulds, etc. Long Line Hooks and Swivels, Hydraulic Pot, Trawls and Net Haulers, Hydraulic Trawl Winches.

Please send SAE for details: To Spencer Caster Ltd., Kernick Road, Penryn, Cornwall, Tel Penryn 79423 Telex: 454595

FUR SALE Skegan wench and collar, good condition, price £300 at Peterhead. Northern Fishbreeding Co., 27 Seagate, Peterhead, Aberdeenshire. Telephone: Peterhead 2349, House St. Fergus 307.

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Prawn crawfish and eel folding traps. TRAWL 3rd, bait and gill nets. "S" point hooks. "Modern

Wester Marine, Marconi.

ICE machine for sale, as new condition, very fast 300 kilos operation. Produces clear 32mm ready for flake or crush. \$10,000. Telephone: Southampton 549591.

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In plain or ribbed Cornish style direct from maker

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| 36 - 38 | £5.30 |
| 40 - 42 | £5.45 |
| 44 - 46 | £5.65 |
| 48 - 50 | £5.70 |

Turns - money with order, satisfaction or refund.

Wilkinson, 18 Church Road, Charleston, St. Austell, PL25 3NS

POTS, CREEPS, woven creels, plastic extruders, 1000 Helmut Engineering, 11 Marine Drive, Seale, Sussex, telephone: Stileham 526 daytime, Seley 5508 evening, 7000. Tel. enquiries - telephone 01429 5517, Channel Isle enquiries - telephone Jersey West 42044

10ft. Zodiac inflatable boat, never been in water - once reconditioned 1950, 40-hp inboard new B&W, complete with certificate and all equipment. Mr. Blake, telephone: Hull (0482) 41354 or 855518.

ONE reconditioned VP propeller and new shaft in suit 150-400hp. Tel. telephone: Annandale 342.

TWO new channel Radford 472 VILF sets £240 each. One secondhand Radford 472 VILF set £180. Telephone: Hornsea 2409 evening.

NEW tugs sprat net with spare panel suit 200hp. One ton dutch nylon mid water panels, hags, twine and floats, cheap. Box No. 291.

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Mackerel Fishing Gear, Gurdies Macanell and Hydraulic Hooks, Line Weights, Moulds, etc. Longsight, Hordley and Sowerby, Hydraulic Pot, Line and Net Haulers, Hydraulic Trawl Winches.

Please send SAE for details: To: Spencer Carter Ltd., Kermack Road, Ferryway, Corby, Tel: Ferryway 78423 Telex: 45489

FUR SALE: Skegna vinyl and cotton, good condition, price £300 at Peterhead, Northern Shipbreaking Co., 27 Seaview, Peterhead AB9 1JH. Telephone: Peterhead 2439, House St. Ferryway 307.

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Tel: 07292-3500
(day and night)

Wearmaster Sarni, Marconi.

ICE machine for sale, as new condition, very fast 300 kilos operation. Produces cube 32mm ready for flake or crush. £600. Telephone: Southampton 549595.

SEAMEN'S NAVY BLUE JERSEYS
In plain or ribbed Cornish style direct from maker

| | |
|---------|-------|
| 34 - 36 | £5.25 |
| 36 - 38 | £5.30 |
| 40 - 42 | £5.45 |
| 44 - 46 | £5.55 |
| 48 - 50 | £5.70 |

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Wilkinson, 18 Church Road, Charleston, St. Austell, PL25 3NS

POTS, CREELS, brown creels, plain entrance - runners - Helmut Engineering, 41 Marine Drive, Selby, Sussex. Telephone: Sudbury 526 daytime. Selby 508 evening. South coast entrance - telephone 011 4295517. Channel Isle enquiries telephone 01675 2406.

LOFT, Zodiac Inflatable boat, never been in water, since conditioned. 15ft, all-brass new RBTI boat, complete with certificate and all equipment. M1, Olake, telephone: Hull 04821 4153 x 5148.

ONE reconstructed VP propeller and new shaft to suit 450-400hp. others, telephone: Annandale 342.

TWO new channel Reelander 472 VLF net, 450 ft. 100 ft. 100 ft. Reelander 472 VLF net £180. Telephone: Hornsea 2409 evenings.

NEW Burns spiral net with spare panel suit 300lb. Ton too Dutch nylon and water panels, bags, twine and floats, cheap. Box No. 201.

SPENCER CARTER LTD.
Mackerel Fishing Gear, Gurdies Manual and Hydraulic, Hooks, Line Weights, Moulds, etc., Long Line Hooks and Swivels, Hydraulic Pot, Line and Net Haulers, Hydraulic Trawl Winches.

Please send SAE for details:
To: Spencer Carter Ltd.,
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Ferguson, Cornwall
Tel: Ferguson 78433
Telex: 45489

FUR SALE Skegan wench and cotter, good condition, price £300 at Peterhead, Northern Shrimpsheaking Co., 27 Seagate, Peterhead. Aberdeen. Telephone: Peterhead 2430. House St. Ferguson 307.

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with wood clips and fast bait-on-boats; frames, the simplest and most efficient system ever.

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tel. 07282-2806
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SEAMEN'S NAVY BLUE JERSEYS
In plain or ribbed Cornish style direct from maker

| | |
|---------|-------|
| 34 - 36 | £5.25 |
| 36 - 38 | £5.30 |
| 40 - 42 | £5.45 |
| 44 - 46 | £5.55 |
| 48 - 50 | £5.70 |

Terms - money with order, satisfaction or refund.

Wilkinson, 18 Church Road, Charleston, St. Austell, PL25 3NS

POTS, CREELE, brass corks, plain entrance - spacers - Helmut Engineering, 11 Marine Drive, Selby, Sussex, telephone: Southdown 826 daytime, Selby 5048 evening. Scotch corks - telephone 011 4295517. Channel Isle enquiries telephone Jersey West 4294

10FT. Zodiac inflatable boat, never been in water - now reconditioned 1500, all-brass new BWT boat, complete with certificate and all equipment. Tel. 01534 or 656518.

ONE reconditioned VP propeller and new shaft to suit 350-400hp. offers, telephone: Annandale 342.

Two new channel Redburn 172 VLF set, £250 each, one second-hand Redburn 172 VLF set £180. Telephone: Hornsea 2409 evenings.

NEW BROS spiral net with space panel suit 200hp. One ton dutch nylon and water panel, bags, twine and floats, cheap. Box No. 201.

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Mackerel Fishing Gear, Gordies Manual and Hydraulic, Hooks, Line Weights, Moulds, etc. Long Line Hooks and Swivels, Hydraulic Pot, Line and Net Haulers, Hydraulic Trawl Winches.
Please send SAE for details:
To Spencer Carter Ltd.,
Kernick Road,
Penzance, Cornwall
Tel Farnley 78423
Telex: 454848

FUR SALE Skegan wench and collar, good condition, price £300 at Peterhead, Northern Shipbreaking Co., 27 Sengate, Peterhead Aberdeenshire. Telephone: Peterhead 2434, House St. Fergus 307.

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with snood clips and fast bait-on-boats frames, the simplest and most efficient system ever.
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prawns, crawfish and net folding traps, TRAWLS net, bait and gill nets, "S" point hooks, "Modern method Fishing" the how-to-manual with CATAMARAN FISHING BOATS booklet £1.00 and/or free catalogue.
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